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Message Text

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PAGE 01 USBERL 01411 01 OF 04 160641Z
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EXDIS

C O R R E C T E D C O P Y (DEPT FOR EUR ONLY ADDED)

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E O 11652: NA
TAGS: OVIP (CARTER, JIMMY)
SUBJ: PRESIDENTIAL VISIT: HISTORIC SKETCHES OF BERLIN AND POINTS
TO BE VISITED BY PRESIDENT

REF: STATE 147755

THERE FOLLOWS A SERIES OF SKETCHES OF BERLIN AND THE MAJOR POINTS IN THE CITY WHICH PRESIDENT CARTER WILL VISIT. MUCH OF THIS MATERIAL WILL BE INCLUDED IN VISIT BOOK TO BE PREPARED BY USMISSION AND MADE AVAILABLE TO MEMBERS OF THE PRESIDENTIAL PARTY UPON ITS ARRIVAL IN THE FRG. IT IS FORWARDED NOW FOR APPROPRIATE USE BY EUR/CE.

1. BACKGROUND ON BERLIN
A. HISTORICAL HIGHLIGHTS.
THE FIRST DOCUMENTARY MENTION OF BERLIN WAS MADE IN 1244 IN CONNECTION WITH HER SISTER TRADE VILLAGE COELLN, WHICH WAS FOUNDED BETWEEN THE ARMS OF THE SPREE RIVER IN 1237. IN
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PAGE 02 USBERL 01411 01 OF 04 160641Z

1432 THE VILLAGE UNITED AND BERLIN WAS BORN. THROUGH THE CENTURIES THE CITY GREW SLOWLY, BECOMING IN 1701 THE RESIDENCE OF THE KING OF PRUSSIA. AS PRUSSIA BECAME A GREAT POWER IN EUROPE, BERLIN, SOMETIMES REFERRED TO AS AN "ATHENS ON THE SPREE" BECAUSE OF ITS ACTIVE CULTURAL LIFE, BECAME A MAJOR EUROPEAN CAPITAL.
AFTER THE FRANCO-PRUSSIAN WAR AND THE UNIFICATION OF GERMANY

Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014

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IN 1871, BERLIN CAME THE CAPITAL OF THE GERMAN EMPIRE.
FOLLOWING THE PROCLAMATION OF A GERMAN REPUBLIC AT THE END OF WORLD WAR I, BERLIN REMAINED THE CENTER OF GERMAN POLITICAL AND CULTURAL LIFE. IN THE 1930S AND 40S IT EXPERIENCED, PERHAPS WITH GREATER INTENSITY THAN OTHER PARTS OF GERMANY, THE RISE AND FALL OF THE THIRD REICH.
WITH THE END OF WORLD WAR II IN MAY 1945, BERLIN WAS DEVASTATED FROM ROUND-THE-CLOCK ALLIED BOMBING AND LAY PROSTRATE BEFORE THE SOVIET ARMY. IN JULY, IN ACCORDANCE WITH AGREEMENTS REACHED DURING WORLD WAR II, BERLIN WAS DIVIDED INTO FOUR SECTORS AND CAME UNDER THE JOINT ADMINISTRATION OF THE FOUR WARTIME ALLIES. NUMEROUS DIS-AGREEMENTS OVER THE ADMINISTRATION OF THE CITY CULMINATED IN THE COMPLETE BREAKDOWN OF FOUR-POWER GOVERNMENT WHEN THE SOVIETS WALKED OUT OF THE GOVERNING ALLIED KOMMANDATURA ON JUN 16, 1948. ON JUNE 24 OF THE SAME YEAR THE SOVIETS BEGAN THE BERLIN BLOCKADE. THE ALLIED RESPONSE TO THE BLOCKADE, THE BERLIN AIRLIFT, WAS DESIGNED BY GENERAL LUCIUS CLAY. FOR THE NEXT ELEVEN MONTHS EVERY POUND OF FOOD, CLOTHING AND FUEL NEEDED BY THE PEOPLE OF WEST BERLIN AND THE FORCES OF THE WESTERN ALLIES IN BERLIN WAS TRANSPORTED BY AIR. THE BERLIN AIRLIFT EFFECTIVELY COUNTERED THE SOVIET EFFORTS TO STRANGLE THE CITY AND THE BLOCKADE WAS LIFTED ON MAY 19, 1949.
ON JUNE 17, 1953, THE WORKERS OF EAST BERLIN AND MOST OF EAST GERMANY, IN A SPONTANEOUS REACTION AGAINST
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REPRESSIVE MEASURES IMPOSED BY THE EAST GERMAN REGIME, ROSE IN A SERIES OF DEMONSTRATIONS AND STRIKES DIRECTED AGAINST THE SOVIET UNION AND GDR ADMINISTRATION. THE UPRISING WAS CRUSHED BY SOVIET INTERVENTION. THE DATE OF THE UPRISING IS NOW OBSERVED IN THE FEDERAL REPUBLIC AND WEST BERLIN AS THE DAY OF NATIONAL UNITY.
ON AUGUST 13, 1961, UNABLE IN ANY OTHER WAY TO STEM THE FLOW OF LITERALLY SCORES OF THOUSANDS OF EAST GERMANS FLEEING THE GDR TO FREEDOM IN THE WEST, THE COMMUNISTS SEALED THE SECTOR BORDER BETWEEN EAST AND WEST BERLIN AND ULTIMATELY ERECTED A COMBINATION OF WALL, FENCES, AND BARRICADES WHICH TODAY COMPLETELY ENCIRCLES WEST BERLIN.
AFTER MORE THAN TWO YEARS OF DIFFICULT NEGOTIATIONS THE FOUR WARTIME POWERS SIGNED THE QUADRIPARTITE AGREEMENT OF 1971, WHICH ALLEVIATED MANY OF THE TENSIONS BETWEEN EAST AND WEST, AND SET IN MOTION THE PROCESS OF DETENTE. THE PRACTICAL RESULTS AND THE IMPROVEMENT IN RELATIONS WITH THE EAST ON BERLIN MATTERS WHICH RESULTED FROM THE QUADRIPARTITE AGREEMENT HAVE PROVIDED THE SETTING FOR LIFE IN BERLIN TODAY.

B. WEST BERLIN TODAY.

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WEST BERLIN IS A MODERN EUROPEAN CITY OF TWO MILLION, THRIVING DUE TO THE DETERMINATION OF ITS INHABITANTS, THE PROTECTION OF THE THREE WESTERN ALLIES, THE ENGAGEMENT OF THE FEDERAL REPUBLIC, AND, INCREASINGLY, BERLIN'S INVOLVEMENT IN THE DEVELOPMENT OF THE EUROPEAN COMMUNITY. IT IS THE LARGEST INDUSTRIAL URBAN CENTER BETWEEN PARIS AND MOSCOW, AND BOASTS A PER CAPITA INCOME HIGHER THAN THAT OF THE US AND BETTER THAN IN THE FRG. IT HAS A RAPIDLY EXPANDING SERVICE INDUSTRY SECTOR, AND WITH ITS MONUMENTAL NEW INTERNATIONAL CONGRESS CENTER IS BIDDING TO BECOME A LEADING CONVENTION CENTER.

LIKE ALL OTHER MAJOR CITIES IT HAS PROBLEMS, INCLUDING A DECLINING POPULATION AND THE LOSS OF INDUSTRIAL JOBS. THE FORMER RESULTS LARGELY FROM THE WESTERN SECTORS GEO-
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PAGE 04 USBERL 01411 01 OF 04 160641Z

POLITICAL SITUATION, CUT OFF AS THEY ARE FROM THEIR NATURAL HINTERLAND. THE LATTER IS DUE PRIMARILY TO TECHNOLOGICAL DEVELOPMENTS AND MANPOWER RATIONALIZATION MEASURES. A NUMBER OF SOCIAL PROBLEMS ALSO REQUIRE SOLUTIONS. MUCH OF THE CITY'S HOUSING REQUIRES MODERNIZATION. OVER 180,000

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PAGE 01 USBERL 01411 02 OF 04 151518Z
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TO SECSTATE WASHDC 7023
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BERLIN RESIDENTS ARE FOREIGNERS, PRIMARILY UNSKILLED AND POORLY EDUCATED "GUEST WORKERS" FROM TURKEY AND MEDITERRANEAN COUNTRIES WHO FACE PROBLEMS INVOLVING

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SCHOOLING AND INTEGRATION INTO THE NORTHERN EUROPEAN
URBAN SOCIETY. THE CITY'S GOVERNMENT (SENAT), UNDER
GOVERNING MAYOR DIETRICH STOBBE, HAS OUTLINED A COURSE
OF ACTION DESIGNED TO FOCUS THE GOVERNMENT'S ATTENTION OF BER-
LIN'S INTERNAL POLITICAL, SOCIAL AND ECONOMIC CHALLENGES.
CULTURALLY, BERLIN OFFICERS ONE OF THE MOST VARIED
ASSORTMENTS OF ATTRACTIONS OF ANY EUROPEAN CITY. IN
ADDITION TO THE WORLD-FAMOUS BERLIN PHILHARMONIC
ORCHESTRA AND EXCELLENT OPERA, A DOZEN REPERTORY THEATERS
AND COUNTLESS NIGHTSPOTS AND RESTAURANTS, BERLIN OFFERS
A SPLENDID VARIETY OF MUSEUMS AND ART GALLERIES AND PRO-
VIDES ITS CITIZENS AND VISITORS A FULL RANGE OF RECREATIONAL
POSSIBILITIES. THE CITY HAS THE LARGEST ZOON IN EUROPE,
AND OVER ONE-THIRD OF ITS GEOGRAPHIC AREA IS
COMPRISED OF FORESTS, SPORTS FIELDS, PARKS AND LAKES (THE
SHORELINE OF WHICH IS LONGER THAN THE FRENCH RIVIERA).
BERLIN IS ONE OF THE MAJOR CENTERS OF HIGHER EDUCATION
IN GERMANY, WITH FOUR UNIVERSITIES ATTENDED BY OVER 60,000
STUDENTS. GREATLY TROUBLED BY SEVERE STUDENT UNREST
IN THE LATE 1960S, THE UNIVERSITIES ARE TODAY RETURNING
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TO A MORE NORMAL STATE AND PROMISE ONCE AGAIN TO PROVIDE
THE CITY WITH POSITIVE AND CONSTRUCTIVE INTELLECTUAL IMPULSES.
IN SUCCESSION A SLEEPY VILLAGE, A PROVENCIAL CAPITAL,
THE CENTER OF ONE OF THE WORLD'S MOST POWERFUL EMPIRES,
A TOTALLY DEVASTATED RUIN, THE SHOWPLACE OF THE WEST,
AND "THE ISLAND OF DEMOCRACY IN A RED SEA", BERLIN HAS
EXPERIENCED ONE OF THE MOST VARIED TURBULENT AND CHALLENGING
HISTORIES OF ANY CITY IN THE WORLD.

2. TEMPELHOF.
PRESIDENT CARTER WILL ARRIVE AND DEPART FROM TEMPELHOF
AIRPORT, A UNITED STATES AIR FORCE INSTALLATION AS WELL AS A
CIVIL AIRPORT.
IN 1909 WILBUR AND ORVILLE WRIGHT DEMONSTRATED THEIR
FIRST MOTOR-POWERED FLYING MACHINE ON THE TEMPELHOF FIELD.
THE FIELD WAS CONVERTED TO A FULLTIME AIRPORT IN 1922.
THE ZENTRALFLUGHAFEN QUICKLY BECAME ONE OF THE BUSIEST
AIRPORTS IN THE WORLD.
THE AIR TERMINAL WAS LAID OUT IN ITS PRESENT FORM IN
1934-39 ACCORDING TO DRAWINGS BY ERNST SAGEBIEL. HITLER
PLANNED THE WORLD'S THEN-LARGEST BUILDING (TODAY THIRD
ONLY TO THE PENTAGON AND SATELLITE SPACE CENTER) AS A
HEADQUARTERS FOR DEUTSCHE LUFTHANSA, THE GERMAN COMMERICAL
AIRLINE.
AS THE FORERUNNER OF TODAY'S MODERN AIRPORTS, THE
BUILDING WAS DESIGNED WITH MANY AT THE TIME "UNIQUE"
FEATURES, INCLUDING GIANT ARC-SHAPED HANGARS WHICH PER-
MITTED AIRCRAFT TO PARK UNDER A HUGE OVERHANGING ROOF

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OUT OF THE WEATHER. THE BUILDING WAS UNDER CONSTRUCTION FOR MORE THAN TEN YEARS, BUT WAS NEVER FINISHED BECAUSE OF THE WAR.

THE BUILDING COMPLEX WAS BUILT TO RESEMBLE AN EAGLE IN FLIGHT, WITH THE SEMI-CIRCULAR HANGAR FORMING THE BIRDS' SPREAD WINGS.

TEMPELHOF WAS NOT USED AS A MILITARY AIRPORT DURING WORLD WAR
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PAGE 03 USBERL 01411 02 OF 04 151518Z

II, BUT GERMAN NIGH FIGHTERS OCCASIONALLY MADE EMERGENCY LANDINGS ON THE FIELD.

THE RUSSIANS TOOK THE BASE IN MAY OF 1945, AFTER A FIERCE BATTLE WITH THE LUFTWAFFE. THE GERMAN COMMANDER AT TEMPELHOF REFUSED TO CARRY OUT HIS INSTRUCTIONS TO BLOW UP TEMPELHOF, AND INSTEAD KILLED HIMSELF AFTER DESTROYING IMPORTANT RECORDS.

WHEN THE RUSSIANS LEARNED THAT THE AMERICANS WOULD OCCUPY TEMPELHOF, THEY TRIED TO BURN AND DESTROY THE BUILDINGS AND OPENED THE BASE TO THE PUBLIC. AS A RESULT, WHEN THE FIRST US FORCES ARRIVED IN JULY, THEY WERE CONFRONTED WITH MANY PROBLEMS DUE TO WILLFUL DAMAGE AND PILFERAGE.

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PAGE 01 USBERL 01411 03 OF 04 151604Z
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FM USMISSION USBERLIN
TO SECSTATE WASHDC 7024
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LIMITED OFFICIAL USE SECTION 3 OF 4 USBERLIN 1411

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AS SOVIET RESTRICTIONS ON LAND TRAVEL TO BERLIN BECAME MORE DIFFICULT IN 1948, TEMPELHOF ACTIVITIES STEADILY INCREASED, AND BERLIN BEGAN TO DEPEND MORE AND MORE ON THE US AIR FORCE AS A MEANS OF TRANSPORTATION AND PROVIDING NECESSARY SUPPLIES.

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ON APRIL 1, 1948, USAF C-47S BEGAN A 24-HOUR SCHEDULE BETWEEN RHEIN MAIN AIR BASE AND TEMPELHOF. THE UNOFFICIAL BLOCKAGE WAS TEMORARILY EASED ON APRIL 6, AS TRAINS AND MOTOR VEHICLES BEGAN TO MOVE. THIS PERIOD OF RELAXED RESTRICTION WAS BREIF AND ON JUNE 20, 1948, AROUND-THE-CLOCK FLYING BEGAN ONCE MORE, "OPERATION VITTLES", LATER KNOWN AS COMBINED AIRLIFT TASK FORCE, CAME INTO EXISTENCE ON JUNE 26, 1948, AND THE BERLIN AIRLIFT HAD BEGUN IN EARNEST.

DURING THE AIRLIFT, AMERICAN AND BRITISH PLANES BROUGHT IN 2,324,257 TONS OF CARGO AND FLEW 109,228,502 MILES. THE BLOCKADE OF BERLIN WAS OFFICIALLY LIFTED MAY 12, 1949, AND IN AUGUST THE AIRLIFT OPERATION BEGAN A PHASE-OUT PERIOD WHICH LASTED UNTIL THE AIRLIFT TASK FORCE WAS DISBANDED ON OCTOBER 1, 1949. THIS AIRCRAFT WAS THE 279,114TH FLIGHT INTO THE BELEAGUERED CITY.

IN 1975 TEMPELHOF CEASED TO BE BERLIN'S LEADING CIVIL AIRPORT WHEN THE NEW TEGEL AIRPORT WAS OPENED IN THE NORTH OF THE CITY. IT REMAINS TODAY OPEN TO CIVIL AS WELL AS LIMITED OFFICIAL USE

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MILITARY TRAFFIC AND HAS OFTEN BEEN USED AS A RESERVE AIRPORT IN BAD WEATHER.

3. BERLIN AIRLIFT MEMORIAL.

FOLLOWING HIS ARRIVAL CEREMONY, PRESIDENT CARTER WILL PROCEED TO THE BERLIN AIRLIFT MEMORIAL LOCATED IMMEDIATELY IN FRONT OF TEMPELHOF AIRPORT.

BERLINERS HAVE NEVER FORGOTTEN THAT THEIR CITY SURVIVED THE LONG BLOCKADE OF 1948-49 DUE TO THE BRAVERY AND IN-GENUITY OF ALLIED AIRMEN WHO IMPLEMENTED THE BERLIN AIRLIFT. TO COMMEMORATE THE AIRLIFT, WHICH IF EFFECT BROUGHT MODERN WEST BERLIN INTO BEING AND ESTABLISHED THE DEEP AND BINDING BOND WHICH TODAY JOINS WEST BERLINERS TO THE ALLIES, AND TO REMEMBER THOSE WHO GAVE THEIR LIVES TO SUPPLY THE CITY BY AIR, THE BERLIN HOUSE OF REPRESENTATIVES RESOLVED THAT THE SQUARE IN FRONT OF TEMPELHOF CENTRAL AIRPORT BE RENAMED PLATZ DER LUFTHBRUECKE (AIRLIFT PLAZA). IT WAS EDUARD LUDWIG, WITH ITS THREE LONG FINGERS REPRESENTING THE THREE AIR CORRIDORS CONNECTING BERLING AND THE FREE WORLD, WAS UNVEILED ON JULY 10, 1951.

IT STANDS TODAY AS AN ACKNOWLEDGEMENT OF THE GREATEST PEACETIME MILITARY OPERATION IN AVIATION HISTORY. IT KEPT A CITY ALIVE. AND FREE.

4. POTSDAMER PLATZ.

THE SPOT WHERE PRESIDENT CARTER WILL VISIT THE WALL, POTSDAMER PLATZ, IS PERHAPS MORE THAN ANY OTHER SPOT IN BERLIN SYMBOLIC OF THE CITY'S RISE AND DIVISION. LIKE THE FUTURE OF ALL BERLIN, ITS FUTURE REMAINS OPEN.

POTSDAMER WAS DEVELOPED IN 1737 AFTER A NEW

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CITY WALL HAD BEEN ERECTED IN 1734 ALONG THE SPREE RIVER.
THIS CITY WALL DID NOT SERVE DEFENSE PURPOSES, BUT WAS
TO PERMIT THE COLLECTING OF TOLLS AT THE CITY GATES, AND
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PAGE 03 USBERL 01411 03 OF 04 151604Z

TO PREVENT SOLDIERS FROM DESERTING. POTSDAMER
PLATZ WAS BUILT AROUND POTSDAME GATE ON THE MAIN ARTERIAL
ROAD TO THE WEST AND THE SOUTH WHICH LED TO POTSDAM.
POTSDAMER PLATZ BECAME A SIGNIFICANT PART OF BERLIN
LIFE WHEN A RAILWAY STATION WAS BUILT ON THE SQUARE IN
1838 TO SERVE THE RAILWAY BETWEEN BERLIN AND POTSDAM, THE
RESIDENCE OF PRUSSIAN KINGS. IN 1872 THE WELL KNOWN
POTSDAMER RAILWAY TERMINAL WITH ITS ROMAN ARCHES AND ITS
GRAND STAIRCASE ADDED TO THE ATTRACTIVENESS OF THE SQUARE.
AFTER BERLIN HAD BECOME THE CAPITAL OF THE GERMAN
EMPIRE, POTSDAMER PLATZ GREW IN IMPORTANCE AS A TRAFFIC
CENTER BECAUSE OF ITS STRATEGIC LOCATION AT THE
HEART OF THE CITY. BY THE 1920S IT HAD BECOME THE REPUTEDLY
BUSIEST SQUARE IN EUROPE WITH ITS CAFE, POPULAR ENTERTAIN-
MENT CENTERS (HAUS VATERLAND), AND FAMOUS HOTELS, FLOWER
STALLS, NEWSPAPER KIOSKS, AND STREET VENDORS, AND BUS,
STREETCAR AND SUBWAY JUNCTIONS.
ALTHOUGH MOST OF THE FAMOUS BUILDINGS ON THE SQUARE
HAD BEEN DESTROYED DURING THE WAR, IN 1945 POTSDAMER

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PAGE 01 USBERL 01411 04 OF 04 151609Z
ACTION SS-25

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Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014

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PLATZ BECAME THE CENTER OF A NEW TYPE OF ACTIVITY--BLACK MARKETING. BECAUSE IT WAS LOCATED AT THE MEETING POINT OF THE US, UK, AND RUSSIAN SECTORS, THE BEST ORGANIZED BLACK MARKET AND OTHER FURTIVE ACTIVITIES FLOURISHED HERE IN THE IMMEDIATE POSTWAR YEARS. DARK ALLEYS AND ENTRANCE WAYS SURROUNDING THE SQUARE SERVED AS "CURRENCY EXCHANGES", GOODS WHICH WERE NOT LEGALLY OBTAINABLE IN EAST BERLIN AND THE EASTERN ZONE CHANGED HANDS HERE, AND QUITE A FEW PERSONS PURSUED BY THE POLICE MADE THEIR ESCAPES SIMPLY BY STEPPING ACROSS THE STREET INTO THE NEIGHBORING SECTOR.

IN 1953 POTSDAMER PLATZ PLAYED AGAIN A SIGNIFICANT ROLE IN BERLIN'S HISTORY. ON JUNE 17, 1953 THE POPULAR UPRISING IN EAST BERLIN BEGAN HERE AND SPREAD THROUGHOUT EAST GERMANY. THE UPRISING WAS CRUSHED BY THE FORCE OF SOVIET TROOPS AND TANKS.

THE DEATH KNELL OF THE HISTORIC SQUARE WAS SOUNDED ON AUGUST 13, 1961 WHEN THE BERLIN WALL WAS ERECTED DIRECTLY ACROSS THE MIDDLE. THE SUBWAY STATIONS IN THE SOVIET SECTOR HAVE BEEN CLOSED, AND THE ENTIRE AREA EAST OF THE WALL IS DECLARED "CLOSED TERRITORY." TODAY, POTSDAMER PLATZ IS A VACANT LOT WITH TANK TRAPS AND THE REST OF THE PARAPHERNALIA OF THE WALL. NOWHERE IS THE LIMITED OFFICIAL USE

EFFECT OF THE WALL ON BERLIN MORE APPARENT THAN ON POTSDAMER PLATZ, LEVELLED NOT BY WAR OR THE AFTERMATH OF WAR, BUT BY EUROPE'S POLITICAL DIVISIONS.

5. THE KONGRESSHALLE.

ONE OF THE BUILDINGS MOST ASSOCIATED WITH THE UNITED STATES IN BERLIN IS THE KONGRESSHALLE, LOCATED ON THE BANKS OF THE SPREE IN THE TIERGARTEN PARK AREA OF BERLIN NOT FAR FROM THE FORMER REICHSTAG BUILDING. THE KONGRESSHALLE WAS A GIFT OF THE UNITED STATES TO BERLIN AND WAS THE UNITED STATES ENTRY IN THE INTERNATIONAL BUILDING EXHIBITION, INTERBAU BERLIN, 1957. IT WAS DESIGNED BY THE AMERICAN ARCHITECT HUGH A. STUBBINS AND FUNDED THROUGH DONATIONS RAISED BY THE BENJAMIN FRANKLIN FOUNDATION OF PHILADELPHIA. MRS. ELEANOR DULLES, SISTER OF THE SECRETARY OF STATE, WAS THE MOVING FORCE BEHIND THE ENTIRE PROJECT, RAISING THE MONEY, LINING UP THE CONTRACTORS AND DRIVING THE BUILDING TO COMPLETION IN RECORD TIME.

THE BUILDING ITSELF IS AN IMPOSING, ARCHITECTURALLY DARING STRUCTURE, ITS ROOF LIKE A GREAT SHELL OPENING TO THE SKY. IT HAS BECOME ONE OF THE MOST STRIKING AND WELL-KNOWN BUILDINGS IN BERLIN. FOR TWENTY YEARS IT HAS ALSO PROVIDED A FORUM FOR FREE EXCHANGE OF IDEAS FOR BERLIN'S LEADING POLITICAL, SOCIAL AND CULTURAL

Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014

Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014

ORGANIZATIONS. THE KONGRESSHALLE HAS SIMULTENEIOUS
TRANSLATION FACILITIES FOR FIVE LANGUAGES
AND SEATS 1400 IN ITS MAIN HALL AND CAN HANDLE AN
ADDITIONAL 400 IN A SMALLER DOWNSTAIRS CONFERENCE ROOM.
IN 1979 IT WILL BE REPLACED
AS BERLIN'S PRIMARY CONFERENCE
HALL BY THE MONUMENTAL NEW INTERNATIONAL CONGRESS CENTER
LOCATED NEAR THE FUNKTURN WHICH WILL OFFER THE MOST
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PAGE 03 USBERL 01411 04 OF 04 151609Z

MODERN CONGRESS FACILITIES IN EUROPE FOR UP TO 5000
PARTICIPANTS AT A TIME, ALTHOUGH IT IS CERTAIN TO REMAIN
IN FREQUENT USE USE FOR SMALLER MEETINGS.
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20 Mar 2014
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